पता नहीं है, किन्तु पिछले तीन वर्षों में सचमुच इतनी वर्षा कम हो गई जिस पर कुछ कहना नहीं है। मेरा निवेदन है कि जो चम्बल का पानी है, केवल धौलपुर के लिए परियोजना वाला नहीं, तुरन्त चम्बल की योजना का कोई प्रोजेक्ट केन्द्र सरकार इमीडिएटली बनाए और कार्यान्वित करे। क्या केन्द्र सरकार इसको करने के लिए तैयार है? यह मेरा आपसे प्रश्न है।

SHRI S. REGUPATHY: Hon. Chairman, Sir, it is not correct to say that no migratory birds are coming to the park. In 2006-07, 48 species of migratory birds visited the park from various countries. The Government is taking steps. We are not shifting the burden to the Rajasthan Government. We are not shifting the burden. We are also interested in that. So we have recommended to the Planning Commission. We will request the Rajasthan Government to take quick steps.

SHRI KUMAR DEEPAK DAS: Sir, in Assam there is a bird Sanctuary named Jatinga. It is a beautiful sanctuary. It is in the North-Karbi Anglong district. It needs more care and...

MR. CHAIRMAN: Does it relate to this question? Please confine your supplementary to this question.

SHRI KUMAR DEEPAK DAS: Sir it is related to bird sanctuary.

MR. CHAIRMAN: It is related to a particular bird sanctuary. You can raise a separate question but this is to a particular sanctuary.

SHRI KUMAR DEEPAK DAS: All bird sanctuaries are equal. Our North-Eastern bird sanctuaries...

MR. CHAIRMAN: It will then become an open-ended debate. That is my request. Thank you.

DR. GYAN PRAKASH PILANIA: Sir, I share the concern of Mr. Chaturvedi regarding maintaining national status of world heritage for Keoladeo National Park. It is a park of its own kind. There is only one in the country where arctic cranes visit. My specific question is, during the last three years, did those special winged visitors known as arctic cranes visit this National Park and out of 360 different kinds of species, only 64 came. It shows that the park is getting ruined and it is the responsibility of the Central Government as well as the State Government to do something about.

SHRI S. REGUPATHY: Sir, regarding arctic cranes I will enquire and then I will tell you.

Realignment of Narol-Naroda Section of N.H.-8

*302. SHRI SURENDRA MOTILAL PATEL:††
SHRI JAYANTILAL BAROT:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to State:

(a) whether any proposal has been received from the State Government of Gujarat for realignment of Narol-Naroda section of National Highway No.-8; and

(b) if so, the present status of the proposal?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) A Statement is laid on the Table of the House.

†† The question was actually asked on the floor of the House by Shri Surendra Motilal Patel.

Statement

(a) and (b) No Sir. However, Ahmedabad Municipal Corporation (AMC) had submitted a proposal for upgradation of Narol-Naroda Section of NH-8 under Bus Rapid Transit System (BRTS) Project under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) Scheme. A Memorandum of Understanding has been signed between AMC and National Highways Authority of India (NHAI) and the site has been handed over to AMC.

श्री सुरेन्द्र मोतीलाल पटेल: महोदय, मैं माननीय मंत्री जी के जवाब से संतुष्ट नहीं हूं। राष्ट्रीय राजमार्ग-8 के नरोल-नरोड़ा खंड के लिए जो प्रस्ताव दिया था उसी समय आउटसाइड में जो रिंग रोड बना था, वह डि-नोटिफाइड करके जो नया रिंग रोड बना था, उसको हाइवे डिक्लेयर करने का प्रोपोजल था। सिटी के प्रसार से कई हाइवे कंजेस्टेड हो रहे हैं। मैं यह जानना चाहता हूं कि क्या ऐसी कोई योजना है कि जो कंजेस्टेड पार्ट हैं, उनको रिअलाईमेंट करके बाहर ले जाएं?

SHRI T.R. BAALU: Sir, Narol-Naroda Section of NH-8 has been four laned. On parallel to this four-lane, the construction of a ring road has been completed and this particular ring road is also in service. But, at the same time, as per the decision taken on 5th October, 2006, by the CCEA, an ambitious project of NHDP-V has been approved to develop 6,500 kms. of road stretches into six-lane. It is also in progress. As far as Narol-Naroda stretches is concerned, we wanted to have it as six-lane. But, at the same time, Ahmedabad Municipal Corporation came forward to develop that particular stretch with Bus Rapid Transit System in the middle of the road with a 60 meter right of way. Within the 60 meter right of way, the AMC has already been permitted to develop BRTS along with six laning. As and when AMC develops six laning and BRTS, it will be handed over to the NHAI. At the same time, as far as BRTS is concerned, AMC will take care of maintenance and other things.

श्री सुरेन्द्र मोतीलाल पटेल: सर, मेरे दूसरे प्रश्न का जबाव नहीं मिला है। जो हाईवेज़ सिटी में से पास हो रहे हैं, जो Congested हैं, क्या उनको बाहर लाने का, रि-अलायनमेंट करने का कोई प्रपोजल है? अगर ऐसा कोई प्रपोजल है, तो वह प्रपोजल क्या है, यह मैं जानना चाहता हूं?

SHRI T.R. BAALU: Sir, what is the necessity for realignment? This particular road Narol-Naroda stretch form part of NH-8 is to be six laned. And, there is already an existing ring road to ease the traffic. So, what is the necessity? If the density of traffic increases, over and above 25,000 POU per day, definitely, we will develop the road to six lane. But, as of now, there is no necessity.

श्री जयन्ती लाल बरोट: सर, मैं मंत्री जी को बताना चाहता हूं कि शहरों के बीच में से जाने वाले हाईवेज़ के कारण एकसीडेंट होते हैं, लोग ज्यादा मरते हैं। जो लोग हाईवे से होकर डायरेक्ट मुम्बई से राजस्थान जाना चाहते हैं, उनका हाईवेज़ शहरों के बीच से जाने के कारण बहुत टाइम खराब होता है, फ्यूल भी खराब होता है और सरकार का टेक्सेशन भी खराब होता है। मैं माननीय मंत्री जी से जानना चाहता हूं कि क्या केन्द्र सरकार की कोई योजना है कि जो हाईवेज़ शहरों के बीच से होकर जाते हैं, उन हाईवेज़ को शहरों के बीच से उठाकर बाहर रिंग रोड बनाया जाये?

सर, मेरा दूसरा प्रश्न इसी से संबंधित है कि अहमदाबाद से पोरबंदर जाने के लिए, अहमदाबाद से सोमनाथ जाने के लिए राजकोट और जामनगर, दो शहर ऐसे आते हैं, जिनके बीच में से रोड़ चलता है, दोनों साइड बस्ती होने के कारण ट्रैफिक बहुत ज्यादा होता है और ट्रैफिक धीरे-धीरे निकलता है। मैं माननीय मंत्री जी से जानना चाहता हूं कि क्या आपने इसके बारे में भी कोई योजना बनाई है?

SHRI T.R. BAALU: Sir, after the UPA Government took over, a lot of road development activities have been undertaken, especially the National Highways. After NHDP-I and II, we

have taken up NHDP-III to develop four laning activities in 12,109 km. There is a proposal of developing 2-lane ih about 20,000 km. As far as NHDP-V is concerned, the entire Golden Quadrilateral, along with 825 kms. of seven stretches, 6500 kms. of road stretches will be 6 laned. There is a proposal to develop 1,000 kms. of road as expressway. In NHDP-VII, by passes, ROB, RUB and many major bridges will be constructed during the course of time. So, there are lot of activities going on. If hon. Member wants to know about any particular areas of a national highway, which is being developed, definitely, I will pass on the information to him.

श्री जयन्ती लाल बरोट: सर, ...(व्यवधान)...

श्री सभापति: आपके सवाल का जवाब हो गया।

श्री जयन्ती लाल बरोट: सर, अभी पूरा नहीं हुआ है। ...(व्यवधान)...

श्री सभापति: उन्होंने कहा है कि वे आपको ...(व्यवधान)...

श्री जयन्ती लाल बरोट: इसीलिए मैं यह जानना चाहता हूं कि क्या ऐसी कोई स्कीम है जिससे शहर के बीचों-बीच जाने वाले हाईवे को हटाकर, बाहर ले जाया जाएगा। यह रोड बहुत चौड़ा होने के कारण, बाकी जो दूसरे पैदल चलने वाले लोग हैं, वे अकस्मात् मर जाते हैं। इसमें साइकिल चलाने वाले लोग भी मर जाते हैं। शहर में रहने वाले सब लोग गाड़ी वाले नहीं होते हैं, उनमें अधिकतर साइकिल वाले लोग होते हैं, स्कूटर वाले लोग होते हैं। सर, मैं आपके माध्यम से माननीय मंत्री जी से यह जानना चाहता हूं कि सरकार एक स्कीम लागू करके, क्या शहर के बीचों-बीच जाने वाले हाईवे को बाहर ले जाना चाहती है या नहीं ले जाना चाहती है?

MR. CHAIRMAN: Which particular highway? Do you want to know about all the highways in the country?

SHRI JAYANTILAL BAROT: Sir, this is Ahmedabad-Rajkot-Jamnagar Highway.

SHRI T.R. BAALU: Sir, it is not within the ambit of the question.

श्री जयन्ती लाल बरोट: सर, मंत्री जी बोलते हैं कि यह ...(व्यवधान)... उससे जुड़ा नहीं है। ...(व्यवधान)... चौड़ा रोड होगा तो लोग मरेंगे। ...(व्यवधान)... पैदल चलने वाला मरेगा नहीं तो क्या होगा? ...(व्यवधान)...

SHRI T.R. BAALU: Sir, the question is very clear.

श्री सभापति: जवाब देने दीजिए। ...(व्यवधान)...

SHRI S.S. AHLUWALIA: Sir, the question is very simple and it is connected to that highway. He is asking that on any highway, there is no exit for cycle or two-wheelers and motorcycles. Is he making that provision in that area or not?

SHRI T.R. BAALU: Sir, my friend, Mr. Ahluwalia, is always known for twisting the things. Anyway, I will answer this. As far as this particular stretch is concerned, the BRTS (Bus Rapid Transit System) will be accommodated within seven metres. There will be 2.5 metre separator on both sides of BRTS. Beyond that, there will be three lanes. Road traffic will be on both sides. Beyond that, there is a separator of one metre, and there is a cycle track for three metres. Beyond that, there is a service road of seven metres. Over and above that, there is 2.5 metres of pathway.

SHRI SANTOSH BAGRODIA: Sir, I am grateful that finally, my turn has come. Sir, this is a universal problem in the country that slow-moving vehicles come on the way, particularly

when the NH-8, or any other national highway, passes through cities and towns. What kind of more efforts does the Government plan for pedestrians and slow-moving vehicles so that they should not come on the main way at all? Otherwise, the whole purpose of the highways is being defeated. I am only supplementing what my friends have asked. On this NH-8, especially on Narol-Naroda section, which is being handled by an AMC now, there is a strong complaint that for extending it to six-lane or eight-lane, the land, which is being acquired, is many times more than what is required, and in that process, land mafia is also involved. Does the Government ensure that only that much land is acquired which is required only for extension or more? That is one thing. Now, the relief has come because of situation that land should be purchased and not acquired.

SHRI T.R. BAALU: Usually, we purchase the land. We do not acquire land. We deposit the amount with the particular State and that particular State negotiates and purchases the land. At the same time, wherever we develop six-laning or four-laning, as of now, we provide all facilities for pedestrians, for cyclists, and also there will be a separate service road for slow-moving vehicles.

DR. K. MALAISAMY: Sir, I am inclined, to ask about national highways in Tamil Nadu about which our hon. Minister is very much familiar.

MR. CHAIRMAN: You are, again, deviating from the main question. The question is specific to a particular highway in a State.

DR. K. MALAISAMY: Sir, I have a proposal regarding four-laning highway.

MR. CHAIRMAN: But, it does not relate to this question. (*Interruptions)* Let me state the position, please.

MR. CHAIRMAN: The supplementary must flow out of the question. Otherwise, it would be an open fishing expedition. (*Interruptions)*

DR. K. MALAISAMY: Sir, so many people are interested to come to Rameshwaram. (*Interruptions)* Sir, people from Rajasthan, people from Gujarat and everywhere are very much interested to come to Rameshwaram. (*Interruptions)*

MR. CHAIRMAN: No, Mr. Malaisamy. Please ask supplementary question relating to the main question. (*Interruptions)* No, I am afraid, not (*Interruptions)* Please rephrase it and come to this particular subject.

DR. K. MALAISAMY: Okay, Sir, I come to the point on which you have been insisting. Sir, they are taking up a lot of National Highway schemes. Things are going on but in the recent past, after the review by the hon. Prime Minister, it is seen, through papers, that you have taken so much work but the progress is not up to that extent. The Minister has been instructed to take it up very seriously. I would like to know whether any progress has been made in this regard.

SHRI T.R. BAALU: Sir, day in, day out, the NHAI is progressing and taking up the task of road development as quickly as possible and as better as possible than it was under the previous Government. To my sweet enemy, I have to say that Rameshwaram road will be taken up on NHDP-III (*Interruptions)*

MR. CHAIRMAN: Shri C. Perumal.

SHRI C. PERUMAL: Sir, thoug[illegible]pplementary is not related to the main question ...*(Interruptions)*.

MR. CHAIRMAN: It has to relate to the question.

SHRI C. PERUMAL: Sir, both of us are from Tamil Nadu. Sir, it is my farewell supplementary. *(Interruptions)*.

MR. CHAIRMAN: Okay. All right. *(Interruptions)* On that ground, ask it. *(Interruptions)*.

SHRI C. PERUMAL: Thank you, Sir. Sir, I want to ask the hon. Minister: Is there my proposal pending with the Government for conversion of the following State Highways into National Highways in Tamil Nadu, namely, i) Salem to Vaniyambadi via Uthangarai and Thiruppattur, ii) Bhawani to Toppur, iii) Hogenekkal to Vaniyambadi via Dharmapuri-Pochampalli Mattur and Thiruppattur, and, iv) Adiyamankottai to Hosur via Palakonda, Royakkotai.

Sir, the other question is: when will the four-lane road start on NH-66 between Krishnagiri to Pondicherry?

SHRI T.R. BAALU: You want me to answer this question. *(Interruptions)*.

MR. CHAIRMAN: To the extent you can. *(Interruptions)*.

SHRI C. PERUMAL: You are from Tamil Nadu. I am from Tamil Nadu. You please give me the answer. *(Interruptions)* Sir, he is having the answers on his fingertips. *(Interruptions)*.

MR. CHAIRMAN: As this is a general question, please answer it generally. Then, we can move on to the next. *(Interruptions)* Please Mr. Perumal.

SHRI T.R. BAALU: Sir, my friend wants to know whether some of the stretches will be taken up for four-lane roads. But I want to answer to the whole House that wherever the traffic density exceeds more than fifteen thousand PCU, we will take up all the roads to develop them into four lane roads, in due course, in the entire nation; not in Tamil Nadu only. ...*(Interruptions)*.

Forest cover area in India

*303. DR. GYAN PRAKASH PILANIA:††
SHRI LALIT KISHORE CHATURVEDI:

Will the PRIME MINISTER be pleased to state:

(a) the total forest covered area in India at the beginning of the First Plan, and its present up-dated status, and in what manner does it match with the targets fixed under the national Forest Policy and its break-up into dense forest, open forest and scrub forest etc;

(b) the amount of funds (Central and State) spent for improving and extending forest cover since first plan and what has been achieved so far, till-date;

(c) the average expense per sq. km. of additional forest cover thus achieved; and

(d) in above context, the corresponding statistics for Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI S. REGUPATHY): (a) to (d) A Statement has been laid on the Table of the House.

†† The question was actually asked on the floor of the House by Dr. Gyan Prakash Pilania.